

SOUTH PRODUCTION NOTES

January 15, 2015
11-7 Shift Notes

BASF EMPLOYEES

52 Last Recordable
567 Last Lost Time

186 Days To RC Audit

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and Attach "Packaged By" label with your initials.

#1 MED / AI 3945:

Continue. Regulator has been replaced as well as the flange underneath the vacumax.

Midnight shift: Restarted line. Continued to run.

Day shift: Running

Afternoon shift: Continue

#1 RC / AI 3945 next:

Down until material can be checked(brown specs). Also, the scale in the control room is not reading the same as the discharge scale for #1 RC.

Midnight Shift: Continued until we noticed brown specs in the material. Also see above for scale issues.

Day shift: Grodecki to look at material- waiting to restart

Afternoon shift: Feed can restart (Grodecki inspected bags and determined they are OK), continue

Exhaust to Trimer

#2 MED line / Cu-0860:

Get all dried samples to the lab.

Midnight shift: On hold.

Day Shift: Running with beachwood, will run into afternoon and then hold for instructions

Afternoon Shift: Running batch early afternoon with Beachwood assistance, then stop until Thursday (Justin Quach will advise)

#2 RC/ Cu 0860:

Continue. Feed all bags on the floor in the order specified (written on them) when we start back up.

Midnight shift: Continued.

Day Shift: out of feed

Afternoon Shift: Hold

Exhaust to F1

#3 MED/ D-1780 NAQ:

Continue until the new barrel liners come in.

Midnight shift: On hold(too many bags on the floor).

Day Shift: will run the rest of the day and midnights and then MED needs to be off for gear box replacement on Thursday. Need #2 hopper empty, for fixing new cover.

Afternoon Shift: Run afternoon and into midnight, then purge station #2 again by morning for additional repairs to cutter.

#3 RC / D 1780 NAQ :

Continue to feed. Use NAQ SAP SHEETS in MOD binder

Midnight shift: Continued.

Day shift: Continue

Afternoon Shift: Continue

Exhaust to CTO

#4 RC / D-0222 KLP:

Continue feeding. Trimer exhaust valve is opened manually.

Midnight shift: Continued.

Day Shift: continue

Afternoon Shift: Continue

Exhaust to Trimer

#5 RC / Cu-0559 done, Cu-0539 next:

We need to get a surface area from every bag that comes off the calciner. Cu-0559 is the same as Cu-0539, but with a different SA/temperature. Waiting for results from 5B material. Now using 120 bag @1000 lbs

Midnight Shift: Continued to feed the last two refire bags.

Day shift: Check rail shed for a bag of refire material lot 1 bag 1-8. If found feed to Calciner. Waiting for mod for next Cu product.

Afternoon shift: Bodmann providing Cu 0539 MOD and instructions this afternoon. Change out last bag of 0559 from bag off station and set up for 0539 per the MOD. We must verify if the 0535 feed can go to DC, or if it has to go to Trimer!! Don't feed yet!!!!

Exhaust to 5 DC?? Make sure this can go to DC!!

#6 RC & Dryer / D-0257

Use Auto Sampler for bags, and get additional grab sample for each bag. Keep feed rate around 250.

Midnight shift: Continued.

Day Shift: continue feed rate good

Afternoon shift: Continue, keep buggies moving

Exhaust to Sly Scrubber

6 Tank /D-5253 empty

Continue. Drain looked at by Schirmer and Lucas- not fixed yet

Acid washed 1-1-15 – MT 1-2-15

Midnight Shift: NA

Day Shift: NA

Afternoon shift: NA

New Pfaudler / D-0222:

Follow MOD for D-0222, use SPG to calculate solution.

Midnight Shift: Continued. Batch made.

Day Shift: did not make batch

Afternoon Shift: Making batch afternoon shift, will need to confirm if 7 tank pump discharge flex line replaced before making next batch.

7 Tank KLP solution:

Elliott advised that radar gauge on tank is not working. Will need repaired.

Midnight Shift: Monitored tank.

Day Shift: monitored

Afternoon shift: Continue to monitor. Should be enough solution for two batches, then will need to make a new tank (probably by day shift Thursday).

NOTE and UPDATE: discharge flex pipe on 7 tank pump (12" x 2") has a leak.

Work order submitted, contacted Pete from maintenance to see if he can repair this afternoon. ..if not, Lucas will be needed first thing on Thursday. Bill Grodecki also advised.

Old Pfaudler / D-0257:

See the MOD for special instructions for the lot 9 1708 material that was brought in. Continue, rental DI water unit delivered and installed on Saturday for pfaudler and #3 mixer. You will not be able to pump the water using the RO unit pump...water will deliver by city water pressure, so it will be slower. NOTE: Be sure to sample drainage from each batch made on east pfaudler for D 0257 batches.

Midnight Shift: Continued.

Day Shift: continued

Afternoon shift: Continue

National Dryer:

Running.

Midnight Shift: No material to feed.

Day shift:

Afternoon Shift: Continue as material available

PK Blender 3917 Pill Mix:

Starting 3917 pillmix, WOW for south overhead door.

Midnight Shift: On hold (manpower).

Day shift: Made batches 1st 1/2

Afternoon shift: Hold afternoon, run midnight if manpower available

Abbe Blender / 5206 Done

Done for a while. Area Cleaned

Midnight shift: NA

Day shift: NA

Afternoon shift: NA

Tower 3 / Cu 0860:

Waiting for gaskets.

Midnight Shift: On hold for gaskets.

Day shift:

Afternoon shift: See above

Tower 6 / Pd 1930:

Waiting for gaskets

Midnight Shift: Loaded. Having issues with hydrogen(Grodecki notified).

Day shift: Having issues with hydrogen, sampling, oil lines- freezing.

Maintenance aware of issues

Afternoon shift: Continuing issues with hydrogen sampling. Trying to work through the current load. Work order submitted for electrician to inspect the H2 blowdown instrument in compressor room (was worked on Wednesday but may have been wired incorrectly). Mike (BASF electrician) to be notified to check it out. Will be at least another day to run.

North Screener / Cu-0860:

Run as alcohol permits. Heater in the screening room not working well.

Midnight shift: On hold(manpower).

Day shift: did not run heater looked at and switch installed.

Afternoon shift: Did not run

South Screener / Cu-0860:

Run as alcohol permits. Heater in the screening room not working well.

Midnight shift: On hold(manpower).

Day shift: did not run

Afternoon Shift: Did not run

#2662 (west) Pill Machine / next up AI-3917 T 3/16”:

Cleaning and changing to 3917- Sump repaired 1-12-15 & Air pump hooked up for backup.

Midnight shift: Continued clean up/change over.

Day Shift: changing over

Afternoon shift: Changing over

#2664 (east) Pill Machine / next up AI-3917 T 3/16”:

Cleaning and changing to 3917

Midnight shift: Running.

Day Shift: running

Afternoon shift: Running

TK #2 / V 2046/V 2010:

Down for now. Will need to be switched to V-2010 Saggars

Midnight shift: NA

Day Shift:

Afternoon shift: NA

TK #4 / Cu 2508:

Continue. Putting full size sagger on the bottom and the half sagger on top

Midnight shift: Continued.

Day Shift: continued

Afternoon shift: Continue. At 4:00 pm there were 4 carts of feed on the floor plus a full cart on the deck

Harrop Kiln / AI 3920:

AI 3920 - 90 min Cart- operator must keep area cleaned

Midnight shift: Down and on hold for maintenance.

Day Shift: down

Afternoon shift: Down

Building 27 Belt Filter / 5020 finishing, 6081 next:

There are more 116 bags in bldg now.

Midnight shift: Continued. Should be finishing last strike at the end of midnight shift.

Day shift: Running to batch #37 in order to run out soda ash tank. Then cleaning up to switch out to 6081

Afternoon Shift: Batch 37 running on afternoon shift, then clean up and prepare/start 6081 when ready.

Priorities:

Priorities 1 through 12 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/HC-11 Dryer/#6 RC/Sly**
- 2) #3 MED/#3RC/CTO**
- 3) South Precip**
- 4) #2 Line/#2RC**
- 5) West Pfaudler/National Dryer/#4 RC/Trimer**
- 6) #1 Line/#1RC**
- 7) South PK**
- 8) #5 RC**
- 9) #4 Tunnel Kiln**
- 10) Reduction Towers**
- 11) Reduction Tower Screeners**
- 12) Harrop Kiln**
- 13) Horne Tabletting Machines**

AI-3915 and AI-3920 continue to move up the list, we are projecting to be late to our commitment to Seneca in delivering the AL-3920 by year end.

In reviewing their plan, we can be ~1 week late at most before it affects them, which in turn affects when the material returns for reduction, which places the burden on us to still meet the QVAM ship date.

Projected end date on the AI-3920 T is showing as Jan 6th.

Maintenance & Other